

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

White Cliffs Business Park Dover Kent CT16 3PJ
Telephone: (01304) 821199 Facsimile: (01304) 872452

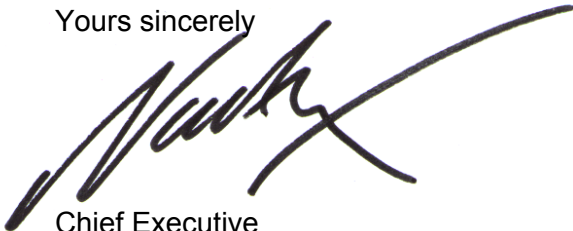
31 May 2016

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 9 June 2016 at 6.00 pm when the following business will be transacted.

Members of the public who require further information are asked to contact Kate Batty-Smith on (01304) 872303 or by e-mail at kate.batty-smith@dover.gov.uk.

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

N J Collor (Chairman)
T A Bond
D G Cronk
M J Holloway
M J Ovenden
D A Sargent
P Walker

Kent County Council Members

S C Manion
P M Brivio
G Cowan
M R Eddy
G Lymer
L B Ridings
E D Rowbotham

Town Councils and Kent Association of Local Councils (non-voting)

To be advised (Deal Town Council)
To be advised (Dover Town Council)
To be advised (Sandwich Town Council)
Mr K Gowland (Kent Association of Local Councils)
Mrs S Hooper (Kent Association of Local Councils)

AGENDA



1 **APOLOGIES**

To receive any apologies for absence.

2 **APPOINTMENT OF SUBSTITUTE MEMBERS**

To note appointments of Substitute Members.

3 **DECLARATIONS OF INTEREST** (Page 4)

To receive any declarations of interest from Members in respect of business to be transacted on the agenda.

4 **MINUTES**

To confirm the Minutes of the meeting of the Committee held on 14 April 2016 (to follow).

5 **APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN**

To note the appointment of District Councillor Nigel Collor as Chairman for the 2016/17 Council year. (The appointment of the Vice-Chairman had not been announced by Kent County Council at the time of agenda publication.)

6 **'SAFE AND SENSIBLE' STREET LIGHTING UPDATE** (Pages 5-18)

To consider the attached report of the Project Manager, KCC Highways, Transportation and Waste.

7 **ALBERT ROAD AND SOUTHWALL ROAD, DEAL: PROPOSED LINK ROAD**
(Pages 19-22)

To consider the attached report of the Director of Highways, Transportation and Waste.

8 **CHANNEL VIEW ROAD AND POULTON CLOSE, DOVER - LORRY PARKING PROHIBITION PROPOSALS** (Pages 23-24)

To consider the attached report of the Director of Environment and Corporate Assets.

9 **PARKING RESTRICTION PROPOSALS - SANDWICH AND EASTRY** (Pages 25-30)

To consider the attached report of the Director of Environment and Corporate Assets.

10 **REVIEW OF DISABLED PERSONS' PARKING BAY PROCEDURES** (Pages 31-35)

To consider the attached report of the Director of Environment and Corporate Assets.

11 **HIGHWAY WORKS PROGRAMME 2016/17** (Pages 36-46)

To consider the attached report of the Director of Highways, Transportation and Waste.

12 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 47-49)

The recommendation is attached.

The procedure for determining applications for on-street disabled persons' parking bays is attached.

MATTERS WHICH THE MANAGEMENT TEAM SUGGESTS SHOULD BE CONSIDERED IN PRIVATE AS THE REPORT CONTAINS EXEMPT INFORMATION AS DEFINED WITHIN PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AS INDICATED AND IN RESPECT OF WHICH THE PROPER OFFICER CONSIDERS THAT THE PUBLIC INTEREST IN MAINTAINING THE EXEMPTION OUTWEIGHS THE PUBLIC INTEREST IN DISCLOSING THE INFORMATION

13 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 50-62)

To consider the attached report of the Director of Environment and Corporate Assets.

Access to Meetings and Information

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.
- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website www.dover.gov.uk. Minutes will be published on our website as soon as practicably possible after each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Support Officer, telephone: (01304) 872303 or email: kate.batty-smith@dover.gov.uk for details.

Large print copies of this agenda can be supplied on request.

Declarations of Interest

Disclosable Pecuniary Interest (DPI)

Where a Member has a new or registered DPI in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

Other Significant Interest (OSI)

Where a Member is declaring an OSI they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

Voluntary Announcement of Other Interests (VAOI)

Where a Member does not have either a DPI or OSI but is of the opinion that for transparency reasons alone s/he should make an announcement in respect of a matter under consideration, they can make a VAOI. A Member declaring a VAOI may still remain at the meeting and vote on the matter under consideration.

Note to the Code:

Situations in which a Member may wish to make a VAOI include membership of outside bodies that have made representations on agenda items; where a Member knows a person involved, but does not have a close association with that person; or where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position. It should be emphasised that an effect on the financial position of a Member, relative, close associate, employer, etc OR an application made by a Member, relative, close associate, employer, etc would both probably constitute either an OSI or in some cases a DPI.

SAFE AND SENSIBLE STREET LIGHTING UPDATE

To: **Dover Joint Transportation Board - 9 June 2016**

Main Portfolio Area: **Highways, Transportation and Waste**

By: **Robert Clark, LED Project Manager**

Classification: **For Recommendation**

Summary: This report provides an update to Members about Phase 1 of the SSSL project – Trial switch-off

1.0 Introduction and Background

- 1.1 In August 2013, following a Member decision in 2011, the County Council began implementing its Safe & Sensible Street Lighting (SSSL) project to reduce the costs of providing street lighting across the County.
- 1.2 SSSL comprised two phases:

Phase 1 – Trial switch off of surplus lights;
Phase 2 – Conversion of approximately 60,000 lights to part-night operation.
- 1.3 Details of the sites to be included in the trial switch off (Phase 1), and the proposed hours of switch off and the exclusion criteria for Phase 2, were reported to Members at the Spring 2013 cycle of JTB meetings.
- 1.4 For the trial switch off sites, Members were invited at those JTB meetings to provide any information that should be considered when making the final decision on whether to proceed with the trial. This resulted in some lights being excluded from the trial and some others being amended from a full switch off to being included in Phase 2 – part night lighting.
- 1.5 For Phase 2, Members were asked to comment on the proposed hours of switch off which were 12.00 midnight to 05.30am Greenwich Mean Time (GMT) and 01.00 to 06.30 British Summer Time (BST). Members generally agreed with the proposals for Phase 2.
- 1.6 Both Phases of SSSL were largely completed by autumn 2014 and are currently saving around £1m each year.
- 1.7 A previous report was provided to members on Thursday 10th December 2015, where comments were recorded. Members highlighted that it was thought that these lights were included within the Street Lighting Consultation that ended on 29th November 2015 and would be subject to the new street lighting policy that was to be agreed in February 2016.
- 1.8 Following the agreement to return to 'Optimised' All Night Lighting, it can be confirmed that this does not include trial switch off sites. It is intended that a decision to remove or retain these lights will be taken to the Environment and Transport Cabinet Committee for a final sign off in July 2016. Should it be agreed that street lights at these sites are to be removed; these will be completed this year. Should it be agreed to keep these lights, these will be returned on in due course, in alignment with the LED Conversion Project. subsequently once converted to LED these will return to 'Optimised' All Night Lighting.
- 1.9 This report is seeking further comments from Members with the updated information in 1.7 and 1.8, before a report is taken to the Environment and Transport Cabinet Committee in

July 2016. Additionally Officers have responded to the queries raised by Members in December 2015 which are detailed within the summary section under 2.29.

2.0 Phase 1 – Trial Switch Off

Selection of sites

- 2.1 The sites selected for inclusion in the trial switch off were those where street lighting is present; however, if these roads were being designed and built today, it is most unlikely that street lighting would be provided.
- 2.2 The purpose of the trial switch off was to establish if there would be any adverse impact on a site if the lights were switched off completely. If it was found that there was no adverse impact, it would be the County Council's intention to consider these lights for removal.
- 2.3 When originally presented to Members at the Spring 2013 JTB meetings approximately 133 sites across Kent totalling around 2500 lights were identified as being potentially suitable for inclusion in the trial switch off. In the Dover district, the sites identified were:

East Kent Access Location A – Sandwich by-pass
East Kent Access Location B
East Kent Access Location C
East Kent Access Location D – Monks Way
East Kent Access Location E – Ramsgate Road
East Kent Access South – Ramsgate Road
A256 By-Pass – Venson, Tilmanstone and Eythorne junctions
Whitfield Hill
A257 Ash By-Pass – Sandwich Road
Betteshanger Road
Folkestone Road, Farthingloe

These sites are shown on the plan included at Appendix A.

- 2.4 At the JTB meeting Members were invited to consider three options for each site. The options were:
 - a) The site should be included in the trial switch off.
 - b) The site should be excluded from the trial but the lights converted to part-night operation
 - c) The site should be withdrawn from the trial switch off and the lights left to operate without change.
- 2.5 Information provided by Members at the JTB meeting was later considered together with other factors such as crime and road safety. A recommendation was then made to the Director of Highways, Transportation & Waste, who made the final decision on whether to include each site within the trial.
- 2.6 As a result of this process, the following sites were included in the trial switch-off:

Whitfield Hill
A257 Ash By-Pass – Sandwich Road
Betteshanger Road
Folkestone Road, Farthingloe

In addition, the following sites were identified as suitable for part-night operation:

East Kent Access Location A – Sandwich by-pass
East Kent Access Location D – Monks Way
East Kent Access Location E – Ramsgate Road
East Kent Access South – Ramsgate Road

The remaining sites were excluded from the trial switch off:

East Kent Access Location B
East Kent Access Location C
A256 By-Pass – Venson, Tilmanstone and Eythorne junctions

- 2.7 In respect of sites in other districts in the county the JTB meetings and decision making process resulted in the original 2500 lights being reduced to around 1200 lights that were actually switched off for a trial period.

Mitigation works

- 2.8 A key aspect of the trial switch off was to ensure the absence of lighting did not create an unsafe situation.
- 2.9 Prior to switching any street lights off, each site was inspected to establish the condition of the site and identify the need for any works to be undertaken to ensure that the safety of the site was not affected. The works required were generally found to be carriageway markings, cleaning signs, and for some sites installing reflective road studs.
- 2.10 An additional safeguard that was included in these mitigation works was that strips of reflective material were fixed to individual street lights so they would be picked up by car headlights alerting drivers to the presence of the columns.
- 2.11 All mitigation works were undertaken before any street lights were switched off.

Date of switch off

- 2.12 The date that each site in the Dover district was switched off is shown in the summary tables within paragraph 2.29 below.
- 2.13 On the date of the switch off, information signs with a contact telephone number were erected at each site.

Monitoring during the switch-off period

- 2.14 Throughout the period of the trial switch off, the sites were monitored for any adverse impacts that may have been due to the absence of street lighting. The monitoring included:
- a) Liaising regularly with Kent Police in respect of criminal activity.
 - b) Reviewing any Road Traffic Collisions (RTCs) that occurred.
 - c) Reviewing information received from others e.g. Members, the public, Parish and Town Councils, Emergency Services.
- 2.15 If any adverse impact was identified, then following consultation with the Cabinet Member, the street lights were switched back on.
- 2.16 Within the Dover district there were no sites that experienced any adverse impact that required the street lights to be switched back on before the end of the trial.

Feedback received

- 2.17 Following the switch off, a number of enquiries about the trial were received. Most enquiries were received within a few weeks of the date of the switch off and have generally declined in number and frequency since then.
- 2.18 The enquiries were generally from customers who felt that the safety of the road would be reduced without lighting.

- 2.19 Each enquiry was considered and investigated when it was received and a response provided at the time. All enquiries received were considered again as part of the review of the trial switch off.
- 2.20 The number of enquiries received and the date of the most recent enquiry are included in the tables within paragraph 2.29 below.

Review of the trial

- 2.21 Each of the trial switch off sites was reviewed, with the following factors being considered:
- a) Enquiries received
 - b) Feedback from Kent Police on crime
 - c) RTCs occurring during the trial switch off
 - d) Future requirements for street lights at the site.

Financial implications

- 2.22 The objective of SSSL as a whole is to reduce the cost to the County Council of providing street lighting, the savings being made principally from reduced energy consumption and reduced carbon emissions. In preparation for the LED conversion rollout, there are two additional savings that can be realised from the trial switch off sites: future maintenance costs would be eliminated, and the installation costs of new LED lanterns would be avoided.
- 2.23 In order to assess the financial implications of this element of the project a comparison was made between the cost of removing the lights and the cost of retaining the lights.
- 2.24 The cost to remove a light is principally dependent on the nature of the road in which it is located and the extent of traffic management required. In all other respects the works involved are the same regardless of the location and would include disconnection, removal and disposal of the equipment and reinstatement of the highway surface.
- 2.25 The cost of retaining the light was assessed over a period of 15 years as this coincides with the duration of the forthcoming new Street Lighting Term Services Contract.. The costs of retaining the light included installation of a new LED luminaire, replacement of the column if this is likely to be needed within 15 years, energy costs and routine electrical and structural testing.
- 2.26 The comparison of costs shows that the costs of removal are lower than retaining a light over this period of time. A longer period would further increase the cost of retaining the light. Additionally if at some stage it was decided that the lights are no longer required the cost of removal would still be incurred.
- 2.27 Funds have been specifically allocated for the removal of lights associated with the trial switch off and are currently available. If the lights are to be retained the availability of this funding in the future is not certain.
- 2.28 The cost of each of these options is included in the tables within paragraph 2.29 below.

Summary of review, financial implications and recommendations for each site

- 2.29 The findings of the review are summarised in the tables below, together with conclusions and recommendations for each site.

Site	Whitfield Hill
Number of lights	31
Date of switch off	22/08/2013
Number of enquiries received	15
Date of most recent enquiry	January 2015
Number of incidents of crime or ASB occurring during the trial switch off	1
Date of incidents of crime or ASB	December 2013
Number and severity of RTCs occurring in darkness during the trial switch off	1 - SLIGHT
Remarks relating to RTCs	Single vehicle lost control.
Feedback from Development Team	No concerns raised
Feedback from Operations Team	No concerns raised
Cost to remove	£22,500.00
Cost to retain and operate for 15 years	£53,700.00
Other remarks	None
Members comments from Dover JTB dated 10 th December 2015	<p>Councillor G Cowan expressed surprise that it was proposed to remove columns on Whitfield Hill. Before 2013 there had been fatalities there, and a couple of cars had recently ended up in the roadside hedge.</p> <p>Councillor M R Eddy stressed that an improved maintenance regime was needed for road markings and reflectors if there was to be no lighting.</p> <p>Councillor MJ Ovenden asked if the lights in the vicinity of the houses could be retained and switched back on.</p>
Officer response to comments from Dover JTB	<p>Officers advised at the meeting that there were always a number of factors involved in any road traffic accident. For each site the team had considered whether lighting was a contributory factor, but they undertook to review this site.</p> <p>The RTC data has been reviewed and there is no indication that changed lighting conditions has adversely affected type or frequency of incident. Generally RTC's in this road relate to driver behaviour.</p> <p>Officers advised that maintenance work had been carried out in 2013 on road studs and reflectors, and that additional markers could be installed to help motorists maintain a visual line. However, beyond that there was no special maintenance regime for unlit roads.</p> <p>In response to Councillor M J Ovenden, officers agreed to review whether lights in the vicinity of houses could remain in place.</p> <p>There are no safety reasons why these two lights should be retained.</p>

	<p>In response to Members who suggested cats' eyes to replace reflector strips on columns, officers undertook to investigate these whilst highlighting their relatively high cost.</p> <p>The investigation considered two options, road studs installed at 18m centres on both sides of the road and installation of a verge marker post to replace each of the lighting columns to be removed.</p> <p>Road studs would provide a better solution overall by making both existing edge lines more visible in darkness, would be cheaper but may require greater traffic management to install.</p> <p>Marker posts would only be provided on one side of the road, so would be less effective, would be more expensive, but can be installed at the time the existing columns are removed within the same traffic management arrangements.</p> <p>It is thus intended to install road studs unless the traffic management requirements prove to be too expensive. In which case marker posts will be installed.</p> <p>Officers also agreed to look at reflectors for the escape lane.</p> <p>The escape lane has two signs in advance of it. The carriageway markings are in good condition and there appears, from Google, to be three black & white bollards which have reflectors on them. The bollards, which are plastic and collapse on impact, are there to prevent road users inadvertently driving into the gravel. These existing arrangements appear to provide sufficient awareness of the escape lane.</p>
<p>Conclusions</p>	<p>The trial switch-off has not led to an increase in crashes or a significant increase in crime, and although several residents initially expressed concerns about the trial, the reduction in enquiries over time suggests that Kent's residents are now largely accepting of the switch-off.</p> <p>Most of these columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £32,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>

Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.
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Site	A257 Ash Bypass
Number of lights	28
Date of switch off	23/08/2013
Number of enquiries received	1
Date of most recent enquiry	January 2014
Number of incidents of crime or ASB occurring during the trial switch off	1
Date of incidents of crime or ASB	January 2014
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised
Feedback from Operations Team	No concerns raised
Cost to remove	£28,000.00
Cost to retain and operate for 15 years	£60,760.00
Other remarks	None
Members comments from Dover JTB dated 10 th December 2015	Councillor P I Carter raised concerns about agricultural workers using the road in darkness. Cllr Ridings commented that since switch off he had received no enquiries / concerns about this site.
Officer response to comments from Dover JTB	Officers clarified that there are several unlit junctions on this road, a number of which incorporate a right turn facility
Conclusions	The trial switch-off has not led to an increase in crime or crashes, and other than a single enquiry relating to the bus service, Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway. These columns, although in acceptable condition, are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £33,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	Betteshanger Road
Number of lights	24
Date of switch off	22/08/2013
Number of enquiries received	0
Date of most recent enquiry	-
Number of incidents of crime or ASB occurring during the trial switch off	0
Date of incidents of crime or ASB	-
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	Hadlow College may be relocating to this area and use Betteshanger Road as the main access route.
Feedback from Operations Team	No concerns raised
Cost to remove	£12,500.00
Cost to retain and operate for 15 years	£16,750.00
Other remarks	None
Members comments from Dover JTB dated 10 th December 2015	Members raised no objection to the recommendation.
Officer response to comments from Dover JTB	N/A
Conclusions	<p>Although there has been no increase in crime or crashes since switch-off, and Kent's residents have not commented on these lights being switched off, the likelihood of increased traffic linked to the Hadlow College proposals suggests that there may be a future need to provide lighting to this part of the highway.</p> <p>As the columns at this site are less than half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years, so the cost of continuing to run them over this period would be only around £5,000 more than the cost of removing them. Taking this into consideration, it is recommended that the trial be extended until the columns are fitted with LED lanterns as part of the roll-out of the LED project.</p>
Recommendation	The recommendation to the Cabinet Member is that the trial switch off should be continued until the lights are converted to LED in due course, when they will be switched back on.

Site	Folkestone Road, Farthingloe
Number of lights	61
Date of switch off	23/08/2013
Number of enquiries received	4
Date of most recent enquiry	December 2014
Number of incidents of crime or ASB occurring during the trial switch off	2
Date of incidents of crime or ASB	March 2014 May 2014
Number and severity of RTCs occurring in darkness during the trial switch off	1 – SERIOUS
Remarks relating to RTCs	Foreign vehicle. Police confirmed that the absence of lighting was not a factor.
Feedback from Development Team	No concerns raised
Feedback from Operations Team	No concerns raised
Cost to remove	£45,750.00
Cost to retain and operate for 15 years	£112,870.00
Other remarks	Restoring lighting to 6 columns would align the lit area with the start of the 40 mph speed limit and light the cycle lane.
Members comments from Dover JTB dated 10 th December 2015	<p>Councillor Cowan commented that there had been two burglaries at the farm shop immediately after the switch-off. He had therefore requested that a small number of columns around the farm shop be switched back on.</p> <p>Councillor N J Collor agreed, adding that the Farthingloe development would be considerably bigger than development taking place at Betteshanger, and advised that the KCC development team have details of the proposals.</p>
Officer response to comments from Dover JTB	<p>Officers undertook to review the reinstatement of five columns around the farm shop.</p> <p>The farm complex and a small number of residential properties are located some way from the end of the trial switch off. Restoring lights in isolation for these properties would create a short length of darkness which is hazardous to road users. To overcome this approximately 20 lights would need to be retained and switched back on. The farm shop that was burgled is located within the farm complex and not directly adjacent to the highway so any benefit from street lighting is minimal. The lighting is intended to light the highway and whilst there are some benefits to others nearby it would be an expensive exercise to retain these lights to provide security for private property.</p> <p>In respect of the development proposals, officers added that Farthingloe was likely to</p>

	<p>require significant improvements and changes to the road network in order to provide an access to the new development. The development access layout is most unlikely to incorporate use of the existing lights. At Betteshanger the road is relatively new, the alignment straightforward meaning that there is a good chance that the Hadlow development may be able to use existing lights. Officers undertook to consult the development team.</p> <p>The development team have advised that the proposals have received outline approval but that this is subject to a judicial review. The proposals included two junctions onto Folkestone Road with no properties directly fronting Folkestone Road. The proposals for these junctions confirm the officer's remarks that the use of existing street lighting would be most unlikely.</p>
<p>Conclusions</p>	<p>The trial switch-off has not led to an increase in crashes, and where crimes have been reported the police have not identified lack of lighting as a significant factor, whilst the small number of enquiries received suggest that Kent's residents are largely accepting of the switch-off. Reviewing the site, six of the columns are within the 40 mph speed limit, where they light the cycle lane. To address the safety concerns raised by officers and emphasise the start of the speed limit, it is recommended that these lights be switched back on, and the columns fitted with LED lanterns in due course.</p> <p>All 61 columns are all at the end of their lifespan, so will need replacing within the next 15 years. Removing 55 of them immediately will result in savings to Kent County Council of around £62,000 over that period, with further savings in the longer term. It is thus recommended that the columns outside the 40 mph speed limit be removed.</p>
<p>Recommendation</p>	<p>The recommendation to the Cabinet Member is that the six columns within the 40 mph speed limit should be switched back on immediately and converted to LED in due course, and the remaining columns should be removed.</p>

3.0 Legal implications

- 3.1 The County Council has no statutory duty to provide street lighting, but where it does so the lighting must be provided and maintained in accordance with industry good practice.
- 3.2 Power for the street lights is supplied by UK Power Networks and switching the lights off for a trial period is acceptable to UKPN, however UKPN will not allow the street lights to remain connected to their network indefinitely if they are not using the power.
- 3.3 If the power to the street lights is removed to satisfy UKPN's requirements the street lights would be considered to be a number of individual highway obstructions. If one of these 'obstructions' were struck, the County Council could be liable for any costs.
- 3.4 In order for the County Council to avoid any legal liability the street lights must be either turned back on or removed.
- 3.5 The presence of a system of street lights in a road restricts vehicle speeds in that road to a maximum speed of 30mph. Where a speed limit in a road with street lights exists that is more or less than 30mph that speed limit would have been made by the creation of a specific Speed Limit Order (SLO).
- 3.6 Where a SLO does not exist the removal of street lights in a road would mean that the road becomes automatically subject to the national speed limit i.e. 60mph for a single carriageway road or 70mph for a dual carriageway.
- 3.7 If the removal of street lights led to the speed limit changing from 30mph to the national speed limit, a SLO would be made to restrict vehicle speeds to a maximum of 30mph.

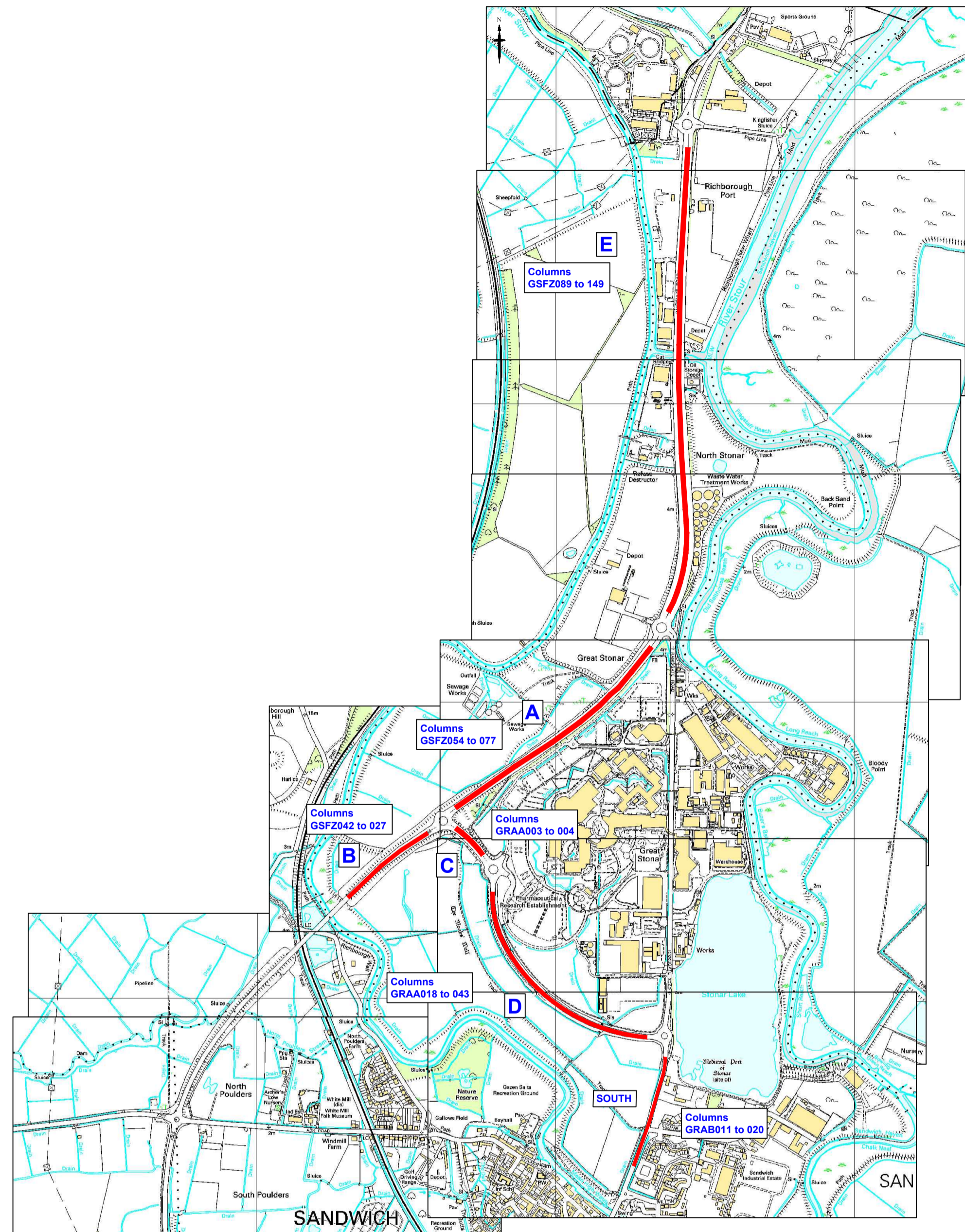
4.0 Conclusions

- 4.1 For the majority of sites across Kent that were included in the trial, turning off the lights has not had an adverse effect.
- 4.2 There are a small number of sites where the absence of lighting has had an adverse effect and some of these were returned to lighting during the trial. The review has identified some other sites where the recommendation is that lighting is restored.
- 4.3 To avoid any legal liability the lights must be switched back on or removed.
- 4.4 The cost to the County Council of removing the lights will in every case be less than the cost of turning the lights back on and maintaining them into the future.
- 4.5 The switch off and removal of the lights will this generate financial savings for the County Council.

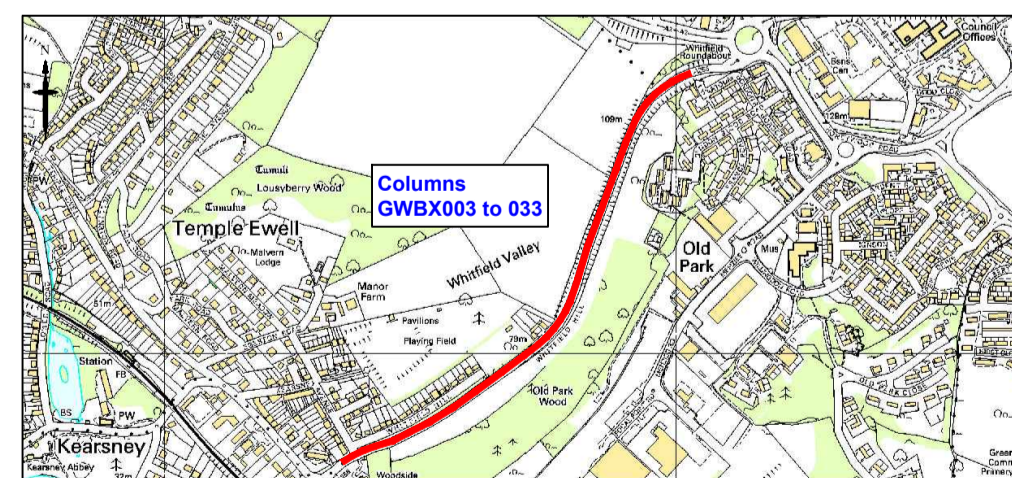
5.0 Recommendations

- 5.1 For each site in the summary tables, Members are asked to provide any additional information in relation to the officer's response to outstanding queries made at a previous JTB in December 2015. The new information detailed in paragraph 1.7 to 1.9 and the officers comments detailed in each summary table should be taken into consideration.
- 5.2 Any additional comments will be reported to the Environment and Transport Cabinet Committee in July 2016 for consideration before a final decision has been made.

APPENDIX A

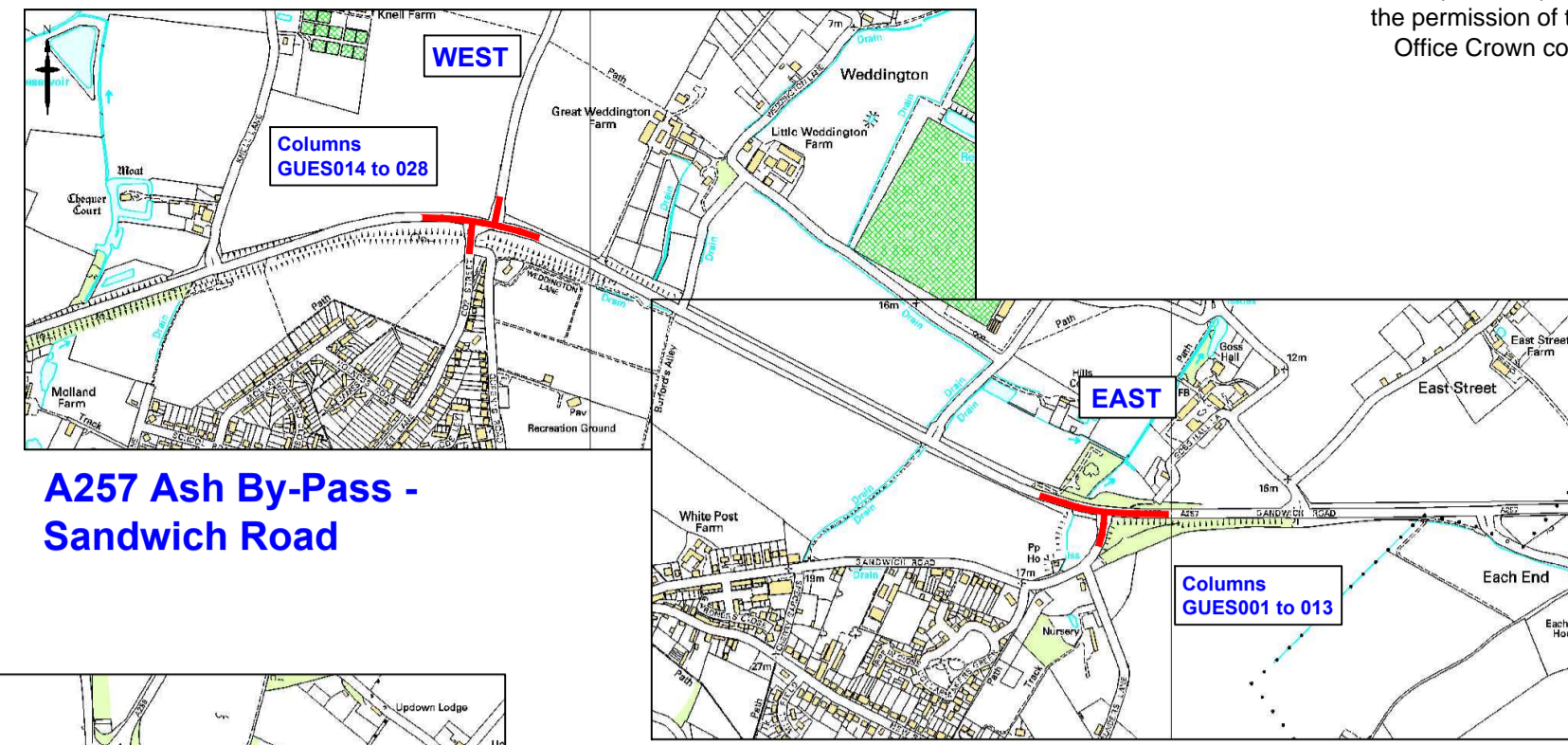


A256 EAST KENT ACCESS PHASE 1 - Locations A, B, C, D, E Ramsgate Road (South)

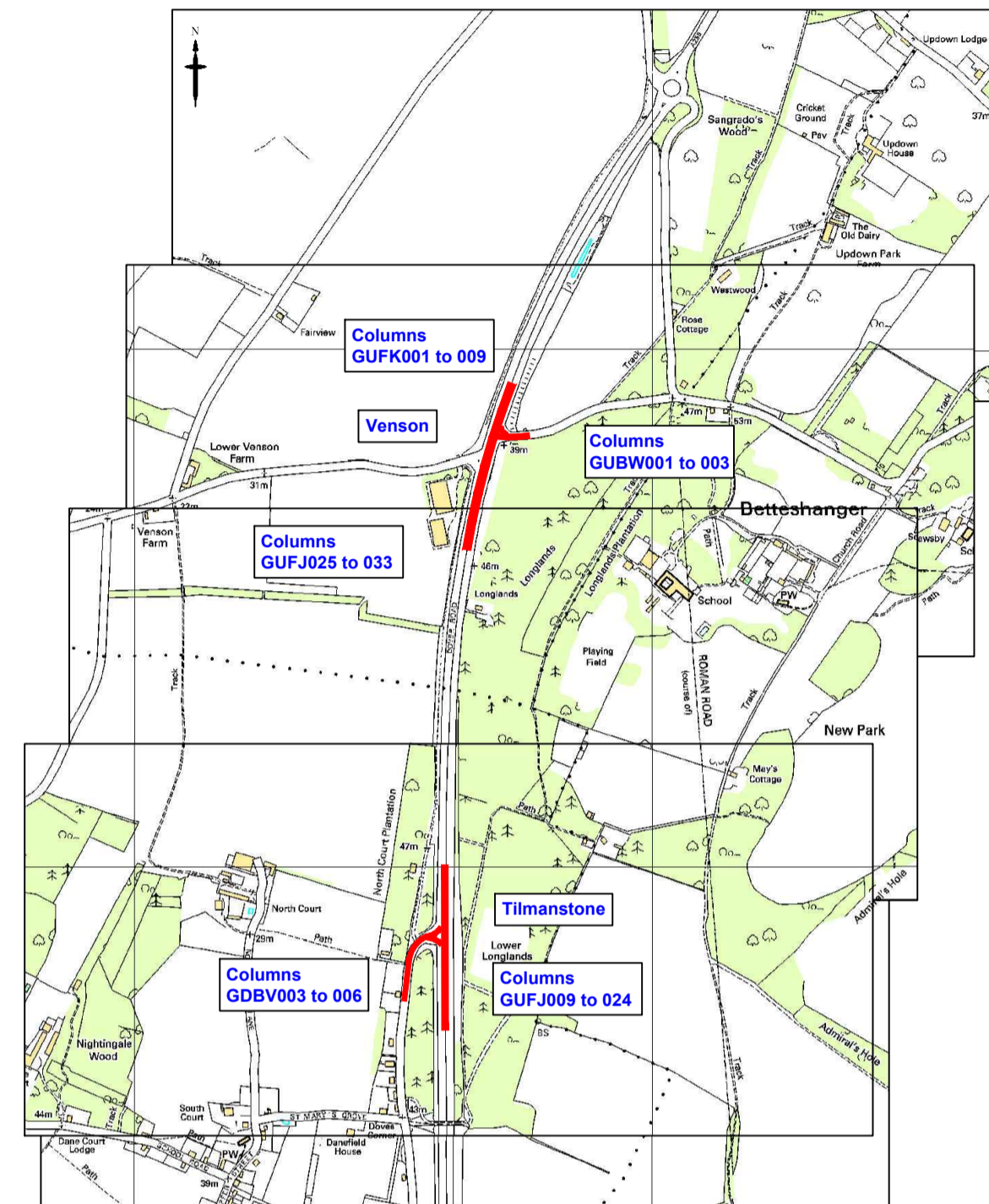


Whitfield Hill

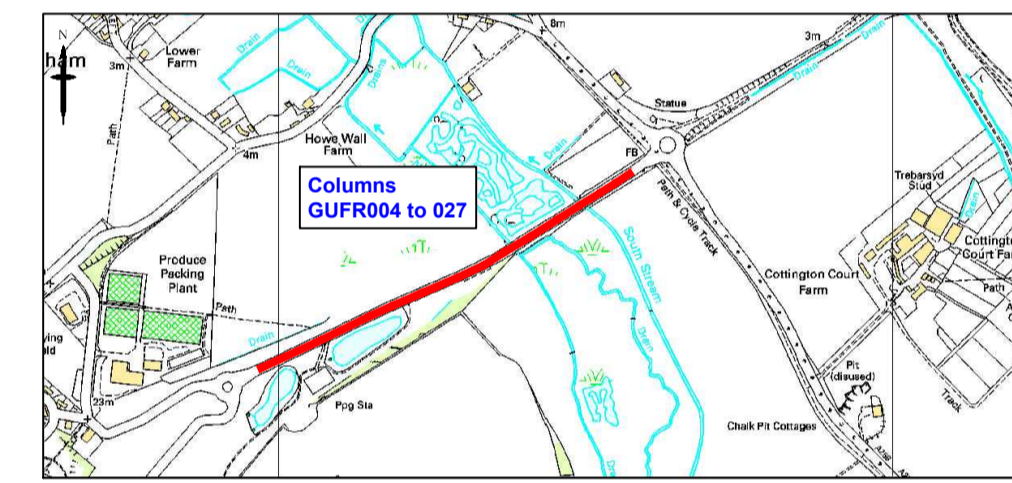
DOVER



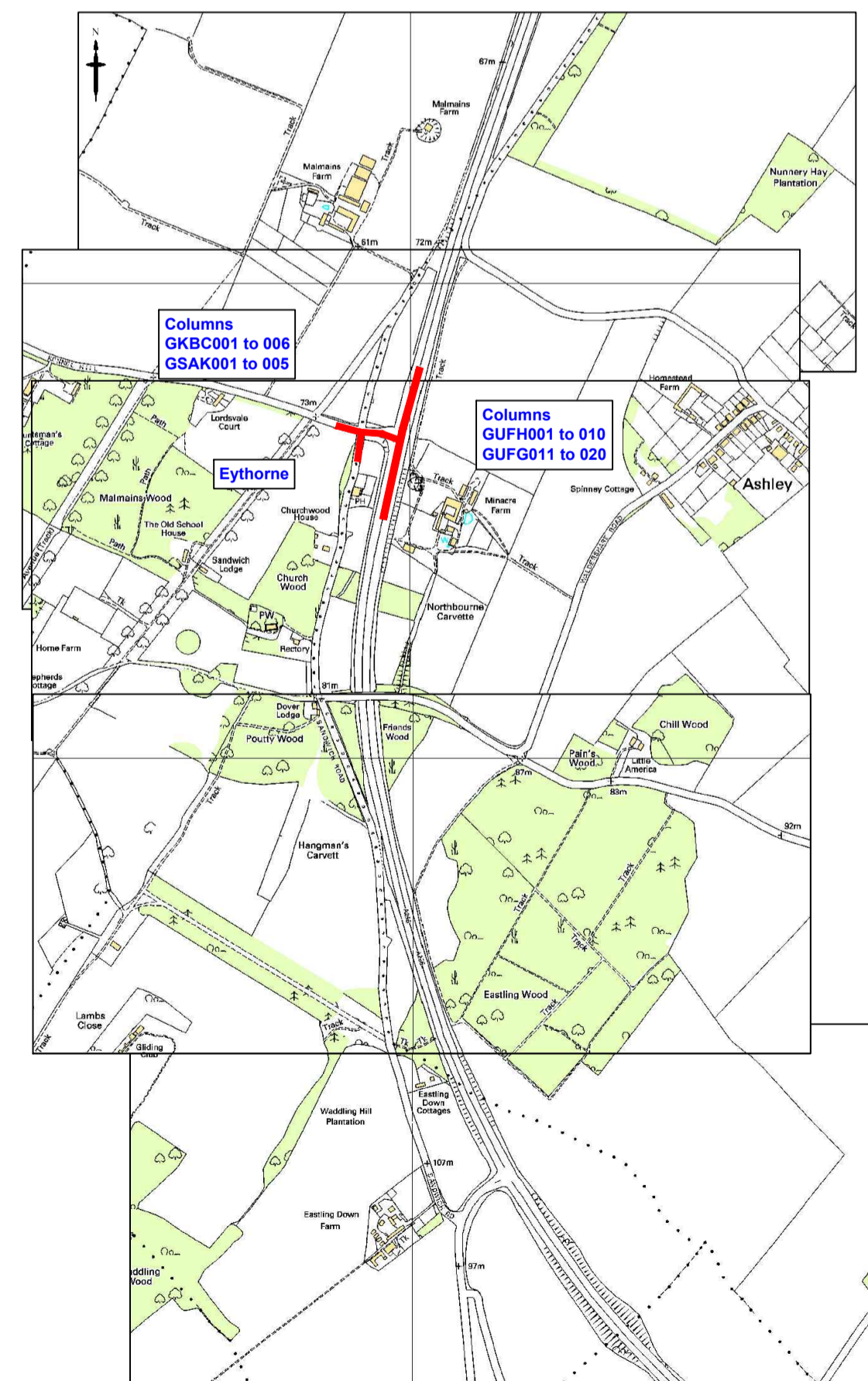
A257 Ash By-Pass - Sandwich Road



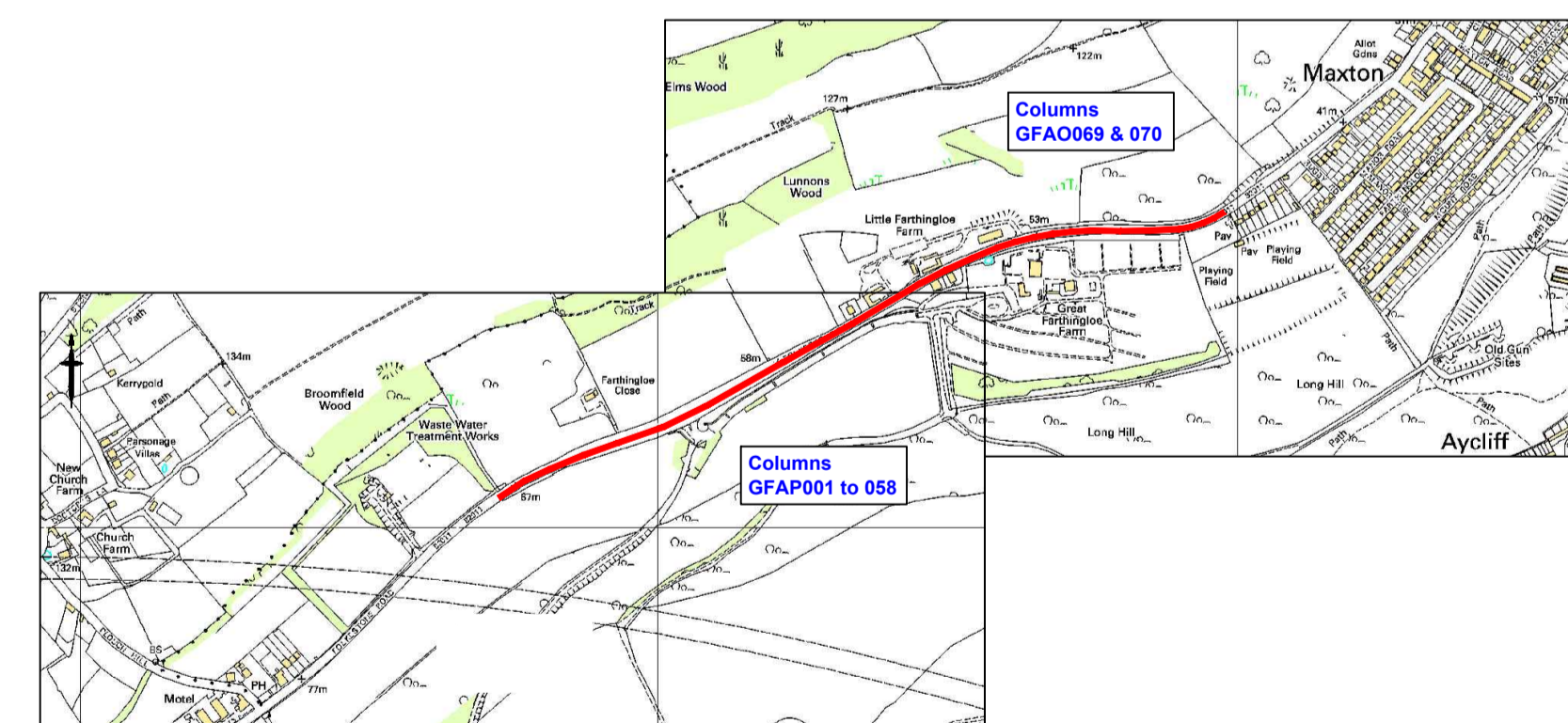
A256 By-Pass Right Turn Lane - Venson and Tilmanstone



Betteshanger Business Park





A256 By-Pass - Right Turn Lane - Eythorne



Folkestone Road, Farthingloe

KEY

-  Extent of Columns to be switched off.
-  GUES001 Column Ref No. of columns to be switched off.

2	28/01/2013	Plan Revised for JTB	HC	CH	CH
1	22/01/2013	Notes changed to indicate switch off	HC	CH	CH
0	02/01/2013		HC	CH	CH
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Kent County Council
 Ashford Highway Depot, Javelin Way,
 Ashford, Kent, TN24 8AD
 Tel: 08458 247 800

Project Safe and Sensible Street Lighting
 Phase 1
 Trial Switch Off of Surplus Lights

Location Plan - Dover District

Drawing status For Consultation

Scale	Not to Scale	Do not scale
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Drawing number	KCC/HL/ESP/Dover/01	Rev	2
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This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

**PROPOSED LINK ROAD BETWEEN ALBERT ROAD AND
SOUTHWALL ROAD, DEAL**

From: Roger Wilkin, Director – Highways, Transportation and Waste

To: Dover Joint Transportation Board

Date: 9 June 2016

Classification: Information Only

Summary:

This report provides members with information in relation to a proposed new highway linking Albert Road to Southwall Road (Deal). This new highway infrastructure is intended to provide a more appropriate route for commercial traffic to existing development, whilst facilitating access a new development proposal. The proposed road infrastructure will be part funded by the Local Growth Fund (LGF) and be delivered by the developer through an appropriate form of highway agreement.

1.0 Introduction

The purpose of this report is to provide information to the JTB, outlining new highway infrastructure proposed in relation to development on land on the west side of Albert Road, Deal.

In order to support the delivery of this new highway infrastructure, a successful bid for £800k was secured through Local Growth Fund (Round 2) to contribute towards the cost of providing a new highway to the specification and standards necessary for frequency and nature of traffic likely to use it.

Whilst JTB are not generally notified of developer promoted schemes of this nature until a formal highway agreement has been secured, the presence of LGF funding requires the JTB to be formally notified of the associated highway infrastructure. Please note that this report is prepared in order to provide information in relation to new infrastructure, rather than to address the wider merits of the development proposals.

The development proposals relating to this infrastructure have been submitted to the Local Planning Authority (LPA), under planning reference DOV/15/01290. The application seeks to gain outline planning permission for a mixed-use development incorporating 142 residential units, 960sqm B1 Office, 370sqm of A1, 280sqm of D1, in addition to a new link road between Albert Road and Southwall Road.

These proposals are currently being determined by the LPA and this process is expected to be completed in due course (a planning committee date has yet to be confirmed).

The development site in question is located to the west side of Albert Road and the north side of the existing Minters Yard development. The existing site comprises of a mixture of industrial and undeveloped land, with the main industrial area being Minters Yard, which is a partially built out development comprising of 42 light industrial units (7 of which have been built to date).

The above development has generated a significant amount of local concern in relation to highway matters. The situation on surrounding roads is currently one of relatively narrow residential streets, frequented by large heavy goods vehicles. As a result the existing highway layout currently operates at a sub optimal level with delays and congestion a key feature of peak hour movements.

This road scheme aims to deliver access to jobs and houses in a sustainable manner, whilst reconciling existing transport and safety concerns within local roads, through the provision of improved highway connectivity and accessibility for larger vehicles within the local area.

2.0 The Scheme

Drawing number **4592/1001*** outlines the proposed link road scheme between Albert Road and Southwall Road, which consists of the following:-

- A new priority junction with Albert Road, including necessary signing and lining to assist in maintaining access.
- A new link road (minimum 6.1 metres wide with appropriate widening as vehicle swept paths dictate). 2 metre wide footways on the north and south sides (where pedestrian access requirements necessitate).
- Reconfigured road geometry at Southwall Road, providing more appropriate separation between the existing junctions.

The scheme has been subject to a full stage 1 road safety audit.

*Please note that the location of buildings and associated private accesses are indicative and will be subject to further submission to the LPA through reserved matters applications.

KCC Highways & Transportation has responded to the development proposals in its capacity as a statutory consultee to the planning process and some minor amendments to road geometry have been requested. These will be dealt through additional submissions to the LPA, or by appropriately worded planning conditions. Following a recent process of refinement to the transport model validation / calibration, there is no formal highway objection to the development proposals.

A VISSIM microsimulation transport model has been created to assess the broad impacts of the proposed link road on the wider highway network. The model outputs demonstrate that the provision of the link road will lead to a notable decrease in queuing on the existing Albert Road / Middle Deal Road junction (as local traffic utilise the link road). Further PICADY assessments have also identified that the two priority junctions at Albert Road and Southwall Road will operate well within capacity in future years, albeit the operation of the Albert Road junction will be impacted when the nearby railway crossing is closed.

Further afield it is anticipated that the local highway network (when considered as a whole) will be subject to nil detriment when existing committed development scenarios are compared to proposed development flows.

3.0 Finance

The scheme will be promoted and delivered by the developer through an appropriate form of Highway Agreement (Section 38 or 278, depending on the development timescales and subsequent outcome of the necessary planning process). Funding for the road will come from a combination of LGF and developer based funding.

4.0 Consultation

The development proposals (including the highway infrastructure) have been subject to local stakeholder consultation through the associated planning application and will be all relevant representations will be considered by Local Planning Authority in due course.

5.0 Recommendation

This report is provided for information.

Background Documents

Plans attached – Proposed Road Layout - **4592/1001**

Contact details

James Wraight – Principle Transport & Development Planner (KCC)
james.wraight@kent.gov.uk
03000 418181

Notes

This drawing shall be read in conjunction with all other drawings and specifications and all relevant Highway Authority Plans.

Prior to commencement of construction works, existing and proposed levels and dimensions must be checked and confirmed on site. Any discrepancies shall be reported to the Highway Authority immediately in order that clarification can be sought prior to commencing the works.

Prior to construction works commencing on site, the locations and depths of all existing statutory Undertakers and Highway Leaders crossing the proposed road shall be confirmed and their locations confirmed on site. The contractor shall be responsible for providing existing services / apparatus within the limits of the proposed works shall be undertaken by the contractor at his expense to the satisfaction of the relevant Statutory Undertakers in accordance with their specifications / requirements.

All Temporary Traffic Management shall fully comply with the Traffic Signs Manual, Chapter 8 - 2006.

All Temporary and permanent traffic signs shall comply with the Traffic Signs Regulations and General Directions 2002 and accompanying documents where applicable. Chapter 3 of the Traffic Signs Manual - Warning Signs 2004 and Chapter 7 of the Traffic Signs Manual - The design of Traffic Signs.

All proposed verges and any existing verges disturbed by the proposed works shall be replaced to the satisfaction of the Highway Authority's Representative and approved to a minimum agreed with the Highway Authority Maintenance Section prior to starting.

All existing damaged boundary fencing to be replaced to the satisfaction of the Highway Authority or replaced with new post and rail.

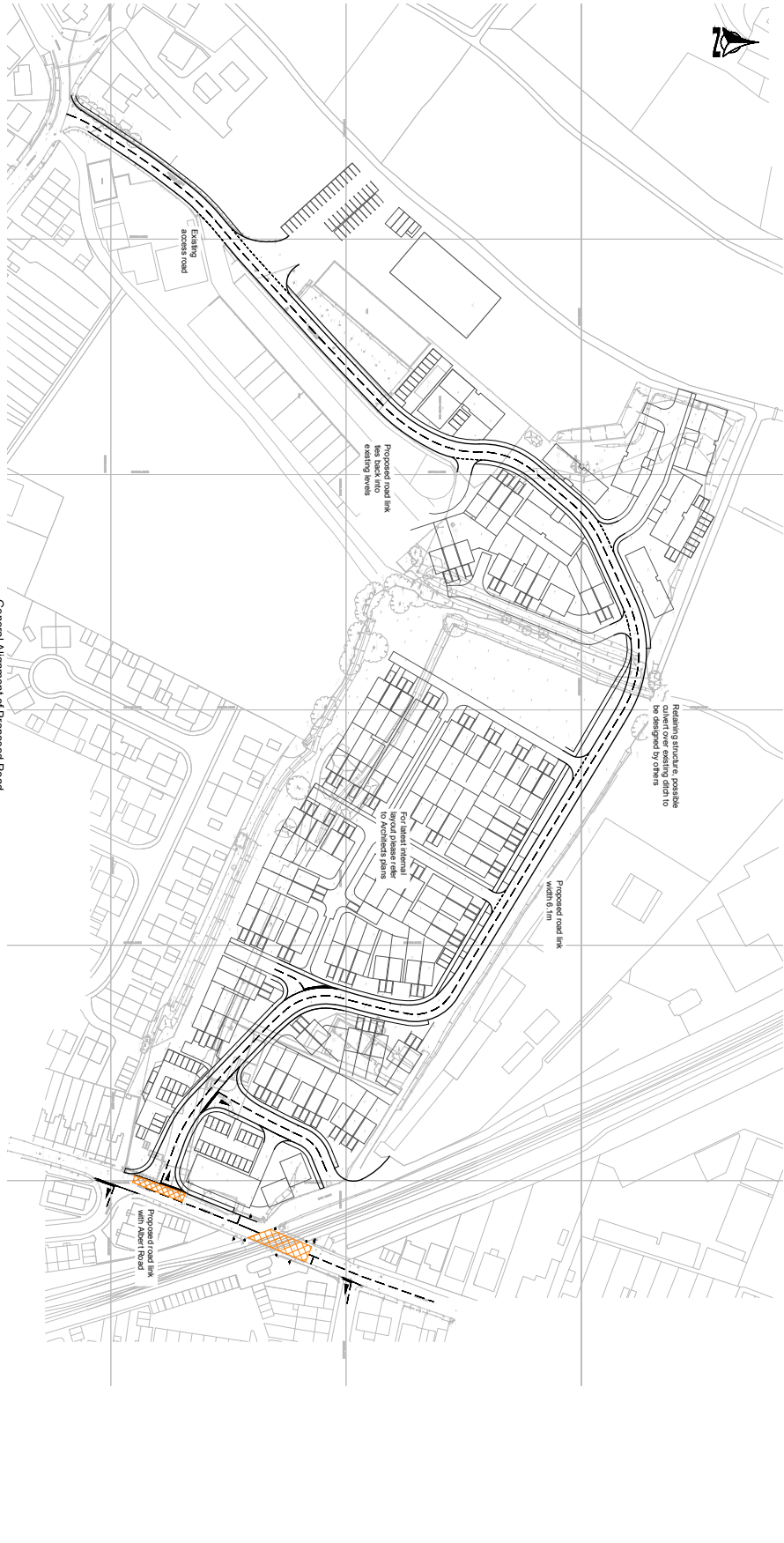
Please note all hazards and safety notices are to be carried over on to ALL related drawings within the scope of this design.

RESIDUAL DESIGN RELATED HAZARDS

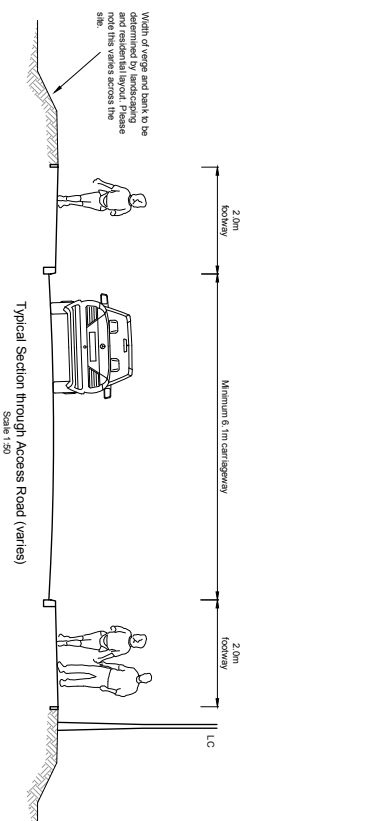
The contractor must ensure that any of the contractor's employees or subcontractors who are engaged in the works must adhere to the main contractor's Health & Safety Policy. The contractor shall be aware of manual lifting of heavy items - if required, the contractor shall be aware of the use of lifting equipment. The contractor shall be aware of the use of tools and equipment in all the works. The contractor shall be aware of water in, or over water courses, ponds and swales, necessary precautions and safety training shall be undertaken by the contractor.

HEALTH AND SAFETY NOTES

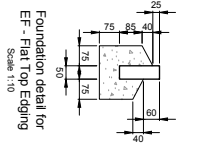
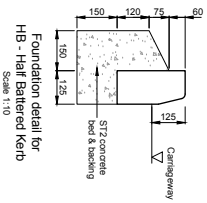
All works to be carried out by a contractor competent to undertake this scheme otherwise illustrated by this drawing relating to the hazards listed above are in addition to the normal hazards and risks a competent contractor would undertake.



General Alignment of Proposed Road Scale 1:1000

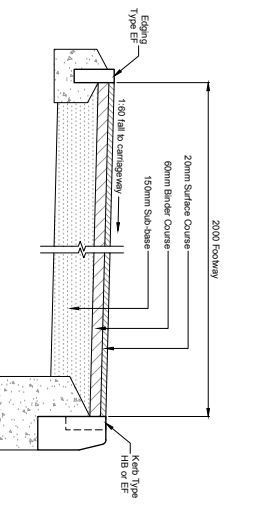
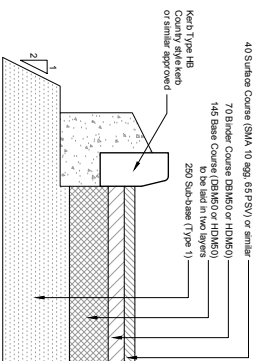


Typical Section through Access Road (varies) Scale 1:50



Road Construction CBR Value Specification
Based on guidance from Interim Advice Note 79/06

General Sub-base material Type	CBR	CBR	CBR
CBR > 15%	150mm	100%	15%
CBR 10% - 15%	175mm	7%	10%
CBR 5% - 7%	200mm	5%	7%
CBR < 5%	225mm	2.5%	5%
CBR < 2.5%	150mm	None	None
CBR > 2.5% - 5%	50mm	None	None
CBR > 5%	50mm	None	None



Typical Footway Construction Detail Scale 1:10



Over House
Village Lane
Chelham
Hempshire, RG29 1TU
Tel: 01256 703355
Fax: 01256 704034
Email: info@dealquinn.co.uk

Client: Deal, Quinn Estates
Title: Proposed Road Layout

DATE	BY	DESCRIPTION
09/12/15	JCB	ISSUED FOR PERMIT
	JCB	4592 / 1001
	JCB	ISSUED FOR PERMIT
	JCB	ISSUED FOR PERMIT
	JCB	ISSUED FOR PERMIT

AS SHOWN @ A1

The officer to whom reference should be made concerning inspection of the background papers is the Highways and Parking Team Leader, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ. Telephone: (01304) 821199, Extension 2422

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 9 JUNE 2016

PARKING RESTRICTION PROPOSALS – SANDWICH AND EASTRY

Recommendation

The Board is requested, subject to there being no written objections received before noon on 20 June 2016, to recommend that Kent County Council seals the proposed three parking schemes detailed in this report;

and

That, should any objections for any scheme be received before noon on 20 June 2016, the Board authorises its Chairman and Vice-Chairman to consider the objections and decide whether to recommend, on behalf of the Board, that Kent County Council seals all or any of the proposed three schemes or to refer all or any of the schemes back to the Board for further consideration.

Contact Officer: Gordon Measey Ext 2422

Reasons why a decision is required

1. It is necessary for the Board to consider whether the recommendation made in this report should be progressed.

Evaluation of options available to the Council

2.
 - i) To agree to the recommendation detailed above
 - ii) To amend any part of the recommendation detailed above
 - iii) To withdraw all of the proposed schemes.

Information to be considered in taking the decision

3. The following three proposals have been formally advertised but the permitted period for receiving written objections does not end until noon on 20 June 2016 – 11 days after this month's meeting of the Board. Under normal circumstances the Board would wait until its next meeting (the next meeting being scheduled in September 2016) to consider any objections received and to make its recommendation. However this would add a 3-month delay, meaning the restrictions, if approved, wouldn't come in to effect until after the busy summer period. For this reason the Board is asked to approve the request made in the following paragraph.
4. The Board is asked, subject to there being no objections received by noon on 20 June 2016, to recommend that Kent County Council seal the three proposals detailed in this report and as shown in Appendices A, B and C. The Board is also requested that should any objections for any scheme be received before noon on 20 June 2016, that the Board authorises its Chairman and Vice-Chairman to consider the objections and to decide whether to recommend, on behalf of the Board, that Kent County Council

seals all or any of the proposed schemes detailed in this report, or to refer any or all of the schemes back to the Board for further consideration.

Rear of Guildhall, Sandwich – Proposed loading prohibition and provision of 2 loading bays

5. Appendix A shows a proposal for parking restrictions behind the Guildhall in Sandwich. There are currently no formal restrictions in this area and vehicles regularly block the access to Watts Yard. The main purpose of the proposal is to protect the central access through to Watts Yard, whilst creating designated loading areas on either side. An additional disabled parking space is proposed in the corner of the Guildhall Car Park.
6. KCC Highways will, as part of the scheme, provide and protect the central access to Watts Yard with timber bollards onto which the “No Loading” signs, protecting the access can be fixed. The whole area will be resurfaced in tarmac by KCC Highways to provide a new surface onto which the new lining can be marked.
7. This proposal is supported by Sandwich Town Council.

Strand Street, Sandwich – Proposed extension of loading bay

8. Appendix B shows a proposal to extend the existing loading bay in Strand Street to make it long enough to accommodate lorries that need to deliver to this area of Sandwich. Most lorries cannot fit into the small space currently provided.
9. This proposal is supported by Sandwich Town Council.

High Street, Eastry – Proposed Limited Waiting

10. Appendix C shows a proposal to introduce limited waiting in the High Street in Eastry outside a parade of local shops.
11. The purpose of the restriction is to prevent all-day parking, to encourage a turn-over of the spaces to better serve the commercial needs of the village.
12. The proposal is supported by Eastry Parish Council.

Background Papers

Parking Services’ Files.

Consultation Statement

The Portfolio Holder for Access and Licensing has been consulted on the proposal outlined in this report. As part of the statutory process a formal advertisement is being undertaken for the proposals through which objections can be made.

Impact on Corporate Objectives

The proposed changes to the waiting restrictions outlined in this report will foster improved opportunity and access.

Attachments

Appendix A Proposed Loading Prohibition and Provision of 2 Loading bays, rear of Sandwich Guildhall.

Appendix B Proposed Extension of Loading Bay, Strand Street, Sandwich

Appendix C Proposed Limited Waiting, High Street, Eastry

ROGER WALTON

Director of Environment and Corporate Assets

The officer to whom reference should be made concerning inspection of the background papers is the Highways and Parking Team Leader, Dover District Council, White Cliffs Business Park, Dover, Kent CT16 3PJ. Telephone: (01304) 821199, Extension 2422

Key to Map

- ==== Existing No waiting at any time restriction (double yellow lines)
- Existing No waiting 8.30am-5.30pm, Mon-Sat (single yellow line)
- ==== PROPOSED No waiting at any time restriction (double yellow lines)
- " " PROPOSED No loading at any time restriction (double blip markings)
- PROPOSED bollards indicative locations (installed by KCC Highways)

PROPOSED new loading bay and disabled parking bay as indicated on drawing

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Prepared by
 Property Services
 Dover District Council
 Honeywood Close
 White Cliffs Business Park
 Dover CT16 3PJ
 Tel: (01304) 821199

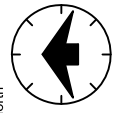
Euring **Roger Walton**, C.Eng, M.I.C.E.
 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme

Proposed Loading Prohibition and Provision of 2 Loading Bays

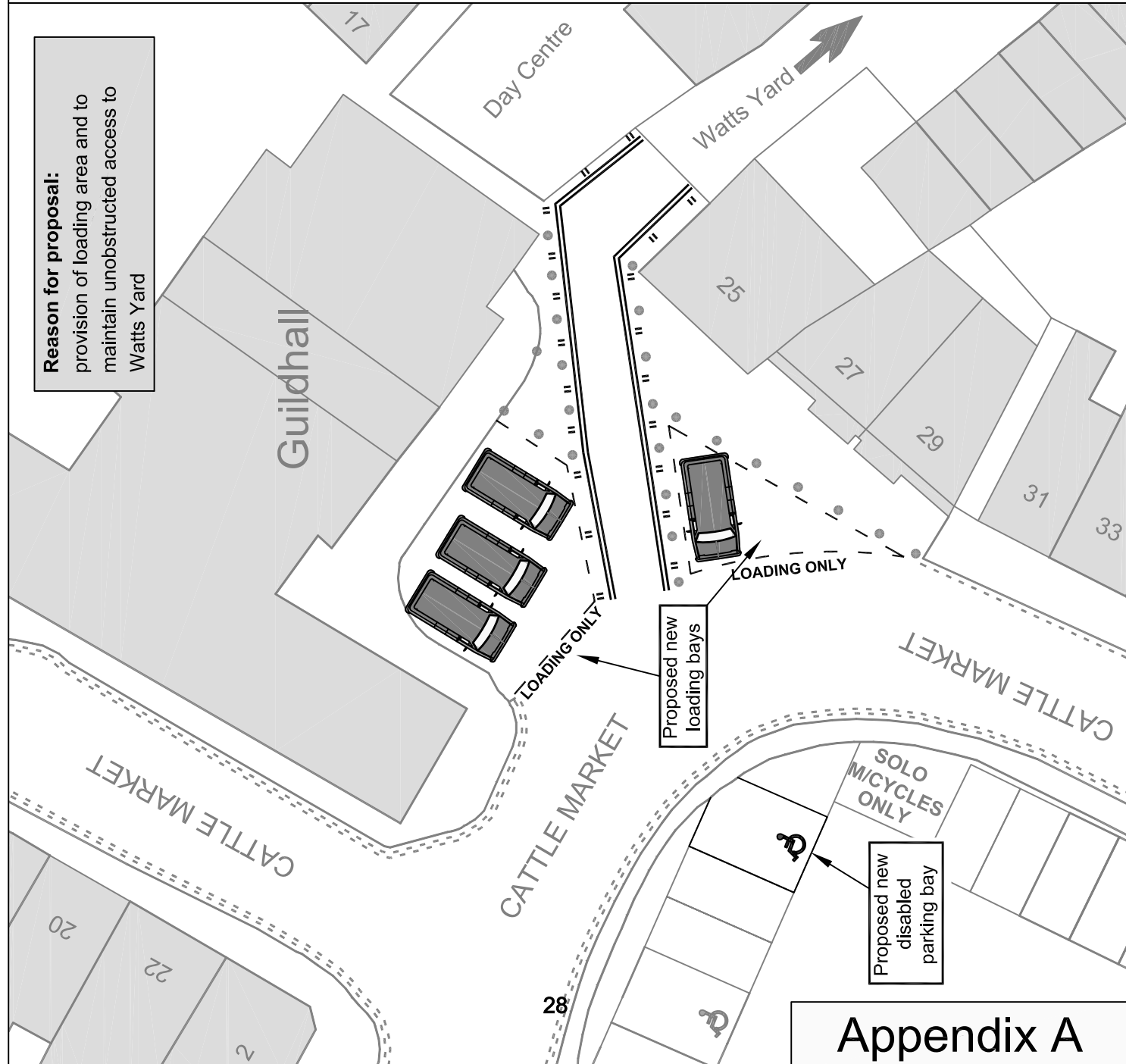
Location

Rear of The Guildhall, Access to Watts Yard, Sandwich



Designed: GEM	Drawn: GEM	Date: 21 March 2016
Scale 0 1 2 3 4 5 (metres)		Drawing Number
1 in 250 (A4 size)		Rev
		TRAN/2013/0007
		A

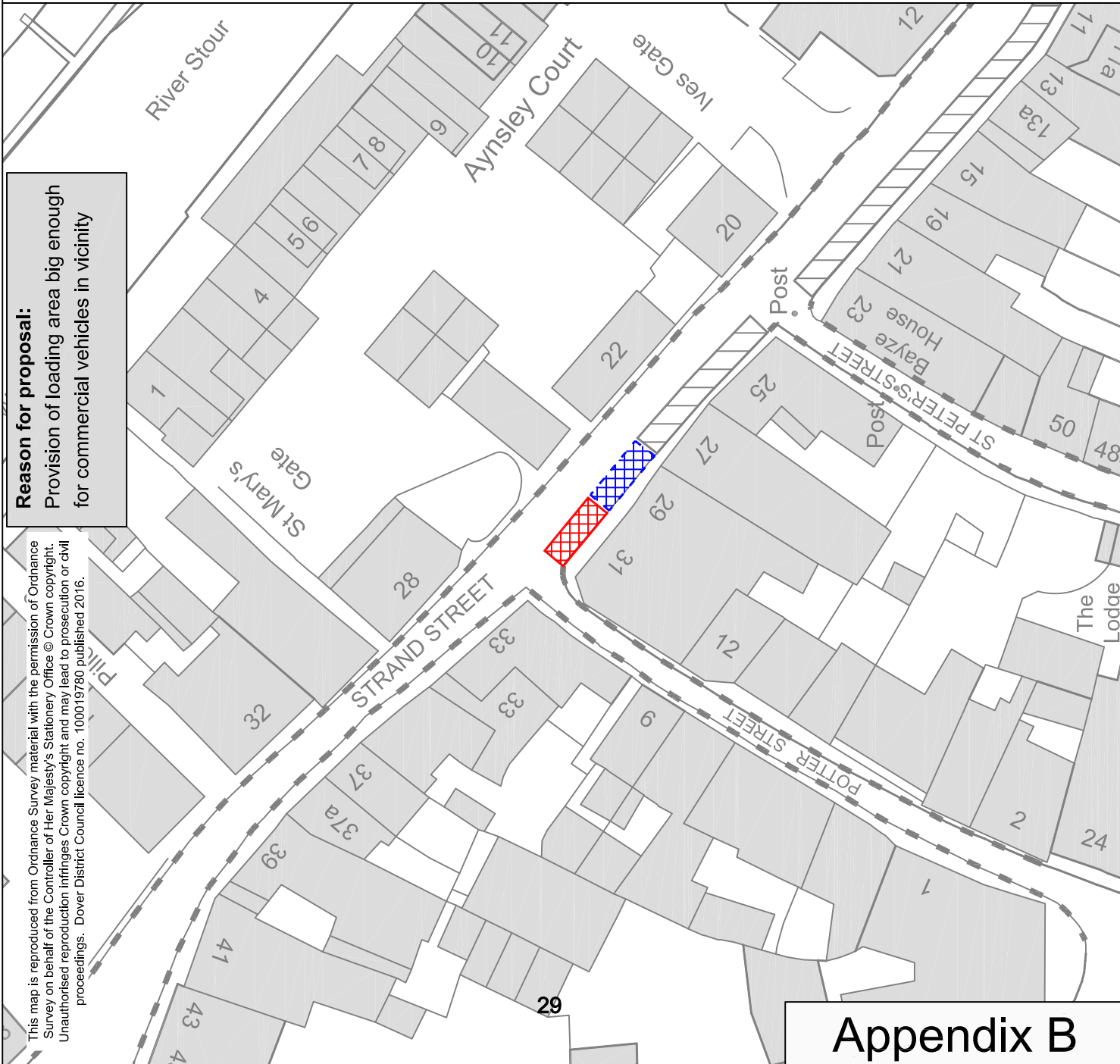
Reason for proposal:
 provision of loading area and to maintain unobstructed access to Watts Yard








Appendix A

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Reason for proposal:
Provision of loading area big enough for commercial vehicles in vicinity



Key to Map

-  Proposed extension of loading bay (conversion of existing limited waiting place)
-  Existing Loading bay
-  Existing Limited Waiting Place
-  Existing No waiting at any time restriction (double yellow lines)
-  Existing and proposed loading bay restriction times



Prepared by
Property Services
Dover District Council
Honeywood Close
White Cliffs Business Park
Dover CT16 3PJ
Tel: (01304) 821199

Euring Roger Walton, C.Eng, M.I.C.E.
DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

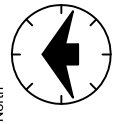
Scheme

Proposed Extension of Loading Bay

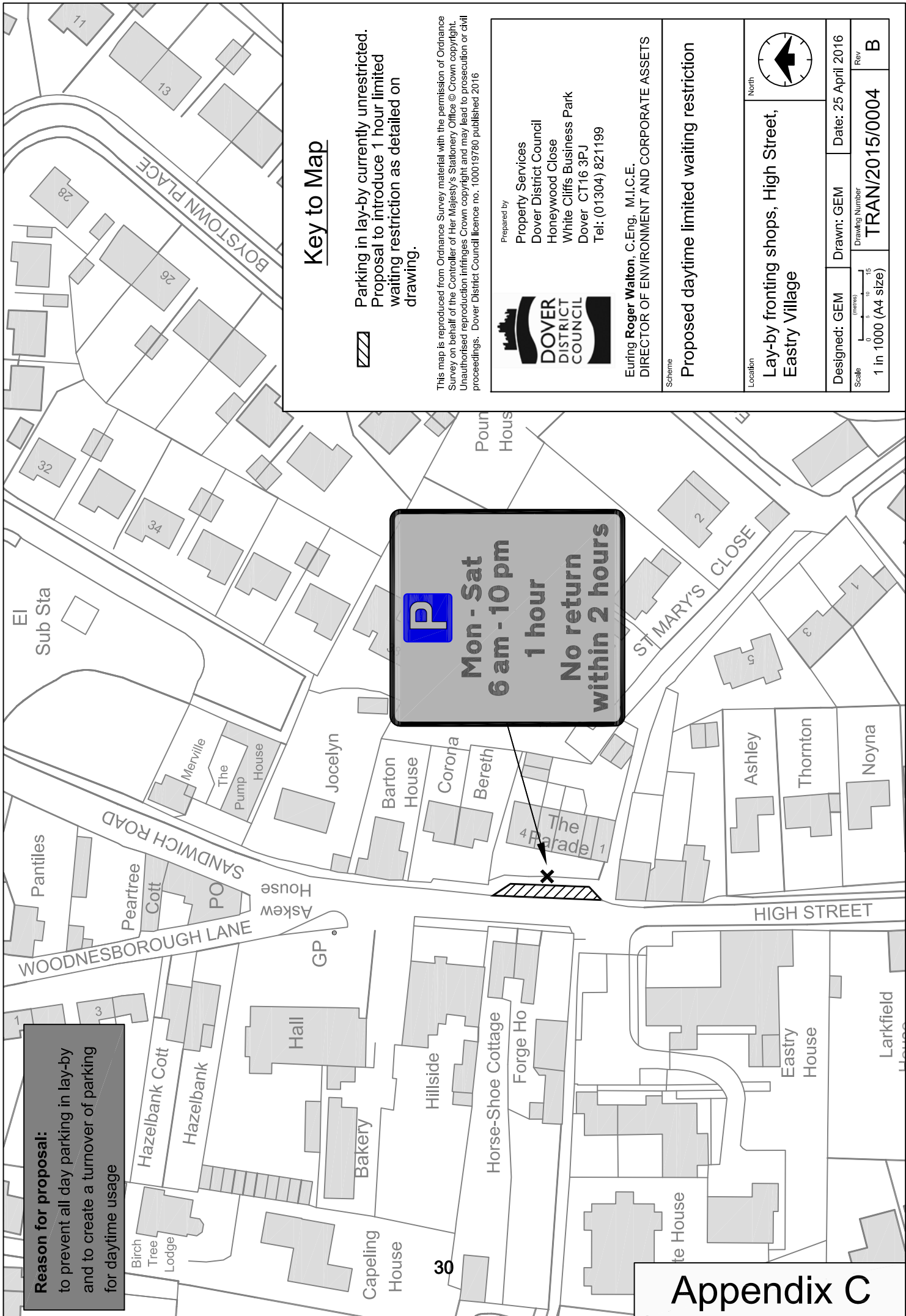
Location

**Strand Street,
Sandwich**

North




Designed: GEM	Drawn: GEM	Date: 7 April 2016
Scale 0 1 2 3 4 5 (metres)		Drawing Number: TRAN/2016/0003
1 in 500 (A4 size)		Rev




Reason for proposal:
to prevent all day parking in lay-by
and to create a turnover of parking
for daytime usage

Key to Map

 Parking in lay-by currently unrestricted.
 Proposal to introduce 1 hour limited
 waiting restriction as detailed on
 drawing.

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 Property Services
 Dover District Council
 Honeywood Close
 White Cliffs Business Park
 Dover CT16 3PJ
 Tel: (01304) 821199

Euring Roger Walton, C.Eng, M.I.C.E.
 DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

Scheme		Proposed daytime limited waiting restriction	
Location		Lay-by fronting shops, High Street, Eastry Village	
Designed: GEM	Drawn: GEM	Date: 25 April 2016	Rev B
Scale 1 in 1000 (A4 size)		Drawing Number TRAN/2015/0004	

DOVER DISTRICT COUNCIL

REPORT OF THE DIRECTOR OF ENVIRONMENT AND CORPORATE ASSETS

DOVER JOINT TRANSPORTATION BOARD – 9 JUNE 2016

APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

Recommendation

<p>The Board is asked to comment upon draft revised procedural guidance in relation to applications for Disabled Persons' Parking Bays. Comments from the Dover Joint Transportation Board will, wherever practicable, be incorporated into the final version of the procedural guidance.</p>

Background

The working practices and procedures have been considered by Officers as part of a wider review of the workings of the Council's Property Services team. In relation to Disabled Persons' Parking Bays (DPPBs), consideration was given in particular to:

- Measures to **simplify the application process** for both applicants and DDC. These include encouraging on-line transactions, which are the most cost-effective form of transaction but which also give applicants the convenience of completing the forms at the time of their choosing.
- Measures to **shorten the time period from initial application to both interim and full installation of the DPPB.**
- Measures to **ensure that the various procedures within the application process are dealt with by the appropriate member of staff.** Administrative processes should be undertaken by administrative staff whilst the decision to approve or refuse needs to be retained as a function of suitably qualified professional staff.

Review Findings

As part of the review, Officers created a process map for the DPPB function, which identified the steps in the procedure as well as the points in the process which caused delay and cost.

The key features of the existing process that were identified as causing delays were:

The fact that Officers were presenting recommendations for decision by JTB and hence the decision could not be made until the following JTB meeting. The legislation is such that the JTB is an advisory body considering among other things the appropriateness of Officer decisions. Hence by adjusting the process to allow for very early informal comments to be fed in to the process by the Chairman and/or Vice-Chairman on behalf of the JTB:

1. Individual decisions can be made at Officer level and reported to JTB, thereby eradicating any delay.
2. Advertising: Since advertising in the local press is expensive practice in recent years has been:
 - a. to conduct an informal consultation so that the formal consultation was less likely to lead to objections, in turn triggering an amendment and further consultation;
 - b. to save up individual DPPBs until there are enough to warrant the cost of a press announcement. Often the notice gives details of other highways schemes involving changes to Traffic Regulation Orders.

This causes delays, sometimes of up to 3-4 months and, in part because of the delays, there have been two adverts in the press, one as the formal consultation process and one to announce the installation of the formal DPPB. The regulations controlling amendments to traffic orders requires that there is 'at least' one press announcement, which means that the second advert is in fact a non-statutory addition to the process, which again leads to delays.

The review concluded that alterations to the procedures and processes, as described in the attached document, could lead to a quicker, easier process for the applicant and a significant saving in resources on the part of DDC.

Contact Officer: Martin Leggatt, Ext 2455

Disabled Persons Parking Bays: Procedural Guidance

Legislative and Operational Framework:

Kent County Council, as Highway Authority, has the power to designate part of the highway as an on-street parking place, to control the type of vehicle which can use the parking place and the terms and conditions of the use under the Road Traffic Regulation Act 1984, Section 32 and 35. (RTRA 1984).

Dover District Council, are authorized to act on behalf of Kent County Council, to provide parking bays on streets for disabled people in accordance with KCC policy and the legislation (RTRA 1984).

KCC have delegated to Dover District Council, through the authorization agreement, the responsibility for:

- The initial informal approval/refusal of DPPB applications.
- Undertaking the administrative processes that will allow Kent County Council to make a Traffic Regulations Order to support the decision to install/amend/remove a DPPB and to allow enforcement to take place.

Any decision to approve/refuse an application is based on criteria, laid down by the act and KCC, which must be met in order for a disabled persons parking bay to be marked on the public highway. Any appeal against a decision made by Dover District Council is considered by KCC, in accordance with the legislation.

In order to benefit from local expertise and community links, the Chairman and/or Vice-Chairman of the Joint Transportation Board are notified when a DPPB application is received and these comments are considered by Dover District Council as part of the decision making process. The JTB are not the decision making body but are notified of any DPPB decisions at the first meeting after the decision has been made.

Guidance on Qualification for DPPB

DPPB bays can only be provided for the purpose of relieving or preventing congestion and will only be considered for disabled people who have substantial difficulties in walking and parking in the vicinity of their property. It must be noted that these bays are provided under highway legislation and consideration is given to traffic management and highway conditions. Each case will be decided on the strength of the argument that a parking place is necessary for the purpose of relieving or preventing congestion of traffic and that the proposed parking place is suitable for its intended use.

Examples of the questions that will need to be addressed to demonstrate that a bay is being provided to relieve or prevent congestion are:

- a) Will the transfer of a disabled person from a building to a vehicle or vice versa cause or contribute to congestion? If so will the provision of a disabled persons parking bay overcome this?
- b) Are there suitable off-street facilities available (e.g. garage, driveway)

c) Is there an existing problem with the amount of on-street car parking nearby which regularly prevents convenient parking when required?

d) Is the applicant readily able to walk to and from places where adequate car parking is available?

e) Is the vehicle used to transport the disabled person normally kept at their home address and is it registered at this address?

Applicant Eligibility Criteria:

In order for an application to be successful applicants must fulfil the following criteria:

- The application must be made in the name of one registered disabled person.
- All applicants must hold a current and valid blue badge (photocopy showing number and issuing authority must be attached to each application) (Blue Badge Applications are dealt with by Kent County Council on 01622 605020)
- All applicants must also be in receipt of or have proof of entitlement to :
 - If under 65yrs of age - entitlement to the higher rate mobility component of the Disability Living Allowance (photocopies of these should be attached to the application form).
 - If 65 years or over – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed (photocopies of these should be attached to the application form).
 - Other entitlement may be allowable e.g. War Pension (photocopies of these should be attached to the application form).
 - If evidence of entitlement to any disability benefits cannot be provided the applicant may be asked to provide a letter from a Medical Practitioner stating details of disability and lack of mobility, and the applicant's suitability for the provision of a Disabled Parking bay.

New disabled persons parking bays will not normally be provided:

- in locations which may compromise public safety for example: on a bend or brow of a hill; close to a junction; within a turning head of a cul-de-sac; where the road is too narrow (such as on roads where parking occurs partly on the pavement and partly on the road), or where parking is already prohibited, for example on yellow lines, zigzag lines.
- where the applicant has space available for parking their vehicle in an off-street parking facility.
- where there are parking problems within the road.
- where other disabled bays are available within the street and the total number of disabled bays exceeds 5% of total parking availability.

NOTE: the provision of a disabled persons parking bay must relieve congestion on the public highway

Process after receipt of application.

1. Applications are encouraged to be made using on-line forms (paper copies will be made available to those people who do not have access to the internet). A validation process is undertaken within 10 working days and the applicant is then notified about whether the application is considered to be valid.

2. As part of the validation process the chairman and /or vice chairman of the JTB are notified and asked to provide any comments.
3. Valid applications are then advertised via the Council's web site and by a public notice affixed to a suitable structure in the vicinity of the proposed bay. Currently this is an informal process that complements the **formal consultation process (see paragraph 7 below)**. Objections need to be received within 21 days.
4. Where valid objections are received these will be taken in to consideration in the initial determination of the application.
5. Any appeal against an initial determination is made to Kent County Council, the highway authority.
6. Where an initial determination is to approve installation of a bay, an interim disabled persons parking bay will be implemented pending the second phase consultation. This will mean that the bay is marked on the highway however it will not be possible to enforce unauthorised parking until a Traffic Regulation Order (TRO) has been made and the statutory signage installed. The TRO is the legal document which allows the Highway Authority (KCC) to regulate the use of the bay. **NOTE:** If the second phase of the TRO process, including any appeals, do not uphold the initial determination then the interim bay will be removed.
7. The process of implementing a formal Traffic Regulation Order for the Disabled Bay can take between **3 and 9** months from when the initial decision is made. It can be a lengthy process because of the need to follow the statutory procedures laid down by the Department of Transport. Until such time as the Road Traffic Regulations Act 1984 is changed the implementation of the TRO will involve a further notice being published in the local press and any comments being received being fed in to the process, to supplement the responses provided during the initial consultation phase.
8. Once a Traffic Regulation Order is in place, the use of the bay will be restricted to 'blue badge' holders only. Civil Enforcement Officers may then issue penalty charge notices to vehicles not correctly displaying a valid 'blue badge' whilst parked in the bay. It should be noted that the applicant will not have exclusive rights to the parking bay. Anyone holding a valid 'blue badge' may park in the bay.
9. When a bay is established on the highway it will be assessed periodically to ensure that the bay is still justified. If the bay is no longer required for the original use or the criteria are no longer being met, it may be necessary to remove the bay. (It is the applicant's duty to notify the Dover District Council immediately of any changes in their circumstances which could affect the continued provision of the bay)

There are no charges– all bay installation and enforcement costs will be met by Dover District Council.

To: Dover Joint Transportation Board
By: KCC Highways, Transportation and Waste
Date: 9 June 2016
Subject: Highway Works Programme 2016/17

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – See Appendix D

Developer Funded Works – Appendix E

PROW – Appendix F

Bridge Works – see Appendix G

Traffic Systems – see Appendix H

Combined Member Fund – see Appendix I

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Toby Howe	East Kent Highway Manager
Steve Rivers	Dover District Manager
Sue Kinsella	Street Lighting Manager
Katie Moreton	Drainage Manager& Interim Structures Manager
Alan Casson	Road and Footway Asset Manager
Toby Butler	Traffic Systems

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
Menzies Road	Whitfield	Full length	To be programmed (Consultations with industrial estate businesses ongoing with regard to closing)
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Ash Road	Sandwich	From the level crossing to the roundabout at the A256. (Footway Protection Treatment)	To be programmed (Works subject to specialist contractor assessment)
Surface Treatments - Contact Officer Clive Lambourne			
Road Name	Parish	Extent of Works	Current Status
Kearsney Avenue	Temple Ewell	Whole length Micro Surfacing	Programmed – August 2016
Sandwich Road	Ash	Sandwich Roundabout to 235m west of Gilton Surface Dressing	Complete
Roman Road	Staple	Little Shatterling Farm to Wingham Wildlife Park Surface Dressing	To be programmed – Summer 2016
Ramsgate Road	Sandwich	Monks Way Roundabout to Sandwich Bypass Surface Dressing	To be programmed – Summer 2016
Alkham Road	Alkham	At Chilton Farm Surface Dressing	To be programmed – Summer 2016

Appendix B – Drainage

Drainage Repairs & Improvements - <i>Contact Officer Katie Moreton</i>			
Road Name	Parish	Description of Works	Current Status
A256 Whitfield Bypass	Whitfield	Installation of new soakaways	Works commenced 16/05/16
Fleming Road	Staple	Installation of new drainage system	Works Programmed July 16
Nash Road	Ash	Installation of new drainage system	Works Programmed June 16
Dover Road	Walmer	Repair to existing system	Works Completed May 16

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Bench Street	Dover	Replacement of 10 street lights complete with LED Lanterns	Works Completed
King Street	Dover	Replacement of 9 street lights complete with LED Lanterns	Works Completed
Market Square	Dover	Replacement of 12 street lights complete with LED Lanterns	Works Completed
Cannon Street	Dover	Replacement of 11 street lights complete with LED Lanterns	Works Completed
Biggin Street	Dover	Replacement of 9 street lights complete with LED Lanterns	Works Completed
St Davids Avenue	Dover	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by August 2016
St Georges Crescent	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
St Nicholas Close	Deal	Replacement of 4 street lights complete with LED Lanterns	Works Completed
Freemans Way	Deal	Replacement of 4 street lights complete with LED Lanterns	Works to be completed by August 2016
Redsull Avenue	Mill Hill	Replacement of 4 street lights complete with LED Lanterns	Works to be completed by August 2016
Douglas Avenue	Mill Hill	Replacement of 5 street lights complete with LED Lanterns	Works to be completed by August 2016
Bulwark Road	Deal	Replacement of 3 street lights complete with LED Lanterns	Works to be completed by August 2016
Arthur Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by August 2016
Charles Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Mongeham Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
The Chain	Sandwich	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016

Herbert Street	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Temple Side	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Mason Dieu Road	Dover	Replacement of 1 street light complete with LED Lantern	Works Completed
Marina Parade	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Mary Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Northbourne Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Pencester Road	Dover	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by August 2016
Sheridan Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Trinity Place	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
The Street	Ash	Replacement of 1 street light complete with LED Lantern	Works Completed
Woodnesborough Road	Sandwich	Replacement of 3 street lights complete with LED Lanterns	Works Completed
York Street	Dover	Replacement of 5 street lights complete with LED Lanterns	Works to be completed by August 2016
Cannon Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Golf Road	Deal	Replacement of 2 street lights complete with LED Lanterns	Works to be completed by August 2016
Folkestone Road	Dover	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016
Campbell Road	Deal	Replacement of 1 street light complete with LED Lantern	Works to be completed by August 2016

Appendix D – Transportation and Safety Schemes

Appendix D1 – Local Transport Plan /Local Growth Fund/S106 Schemes

Local Transport Plan Schemes - Contact Officer Richard Heaps			
Road Name	Parish	Description of Works	Current Status
Sandwich	Sandwich	Dropped kerbs to facilitate pedestrian access	Scheme currently on hold
Queen Street	Dover	Alterations to improve cycle crossing point	Scheme currently on hold
A257 Canterbury Road	Wingham Well	New footway in front of the properties on the South Eastern side of the road (Frema to Willow Cottage)	Design complete. Consultation undertaken and scheme currently on hold
Various Roads	Capel Le Ferne	20 mph scheme to encourage increased levels of walking and cycling	Works programmed
Alkham Valley Road	Alkham	Between Kearsney and Alkham village – Crash Remedial Measures Route Study	Design in progress
Local Growth Fund Schemes - Contact Officer Richard Heaps			
South Street	Deal	Alterations to incorporate improved bus facilities	Works commenced on 8 February and is on target to be completed by end of May.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works)			
Scheme Name	Parish	Description of Works	Current Status
Coombe Valley Road (Buckland Hospital)	Dover	Construction of vehicular accesses at Buckland Hospital	Phase 4 New Bellmouth access underway.
Old Park Hill	Dover	Footway works connected to S38 development	Works underway.
A20 York Street Roundabout	Dover	Roundabout to be changed to Traffic Signalled Junction	Works to start in August 2016.
A20 Prince of Wales Roundabout	Dover	Roundabout to be changed to Traffic Signalled Junction	Works underway until August 2016.
Cranleigh Drive	Whitfield	Provision of a new access for Care Home	Works underway.
A258 London Road	Sholden, Deal	New Puffin Crossing	Works within maintenance period Which expires on end of November 2016.
Hyton Drive (off Church Lane)	Deal	3 new accesses leading to a Development of 194 dwellings	Temporary accesses in place to provide access for S38 works.
Spinney Lane	Aylesham	Junction improvements, Spinney Lane/Adisham Road/Pond Lane	Minor remedial works to be Undertaken to accommodate Farmer's large vehicles w/c 23 rd May 2016
Market Place (Road 1.4) Aylesham Village Expansion Works	Aylesham	Amendments to Market Square including bend widening and additional parking areas.	Works near completion.
Station Road	Walmer	Relocation of bus stops on Dover Road and adjustment to kerblines on Station Road	Works to commence in Summer 2016
Dorman Avenue North (Road 1.3) Aylesham Village Expansion Works	Aylesham	New footways and laybys and resurfacing of carriageway	Footways and laybys complete. Carriageway to be reconstructed Summer 2016.

Lasletts Yard, Marshborough Road	Woodnesborough	New bellmouth access, new footway and crossovers	Works near completion.
Coombe Valley Road (Rosewood Heights)	Dover	New access into private development	Undertaking minor remedial works.
The Street	Preston	Pedestrian/Footway improvements	Awaiting Technical Acceptance.
Hammill's Brickworks, Hammill Road/Selson Lane	Woodnesborough	New bellmouth access into private development and minor amendments to existing access	Works underway.
Castle Street/ Russell Street/Dolphin Passage	Dover	Traffic calming works on Castle Street, new turning head and associated highway works on Russell Street and improvements to footways in Dolphin Passage	Traffic calming works complete on Castle Street. Works ongoing on Russell Street and Dolphin Passage as part of St James Street redevelopment.
Grove Road/Stourmouth Road	Preston	New bellmouth access into private development and new footways.	Works underway. New footway under construction on Stourmouth Road.

Appendix F - Public Rights of Way

Public Rights of Way – Contact Officer Andrew Hutchinson			
Path No	Parish	Description of Works	Current Status
EB10	Dover	Step construction	Works programmed for summer 2016
ER51, ER60 & EE244	Pineham Dover	Surface improvements to byways North Downs Way	Works programmed for summer 2016
EBX1	Dover	Surface Improvements	Funding allocated

Appendix G – Bridge Works

Bridge Works – contact officer Kathryn Moreton			
Road Name	Parish	Description of Works	Current Status
No works planned			

Appendix H – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
No traffic signal refurbishment work being carried out this year		

Appendix I – Combined Member Fund – programme update for the Dover District

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation & Waste and is up to date as of 17th May 2016.

The details below are for Highway Schemes **only** and **does not** detail contributions Members have made to other groups such as Parish and District Councils or list traffic speed surveys.

More detail on their schemes can accessed by each Member via the online database or by contacting their Combined Member Fund Engineer.

Pam Brivio

Scheme	Status
Beaufoy Road, Dover - Investigation of 'Unsuitable for HGVs' sign	Handed over for delivery

Gordon Cowan

Scheme	Status
The Linces, Dover – road widening including waiting restrictions and relocation of bus stop	Design in progress.

Mike Eddy

Scheme	Status
Manor Road & London Road, Deal – review of signage and car parking for hall	Works Complete
Kingsdown Road, Walmer - Gateway	Design in progress
Golf Road, Deal - waiting restrictions	Handed over for delivery – waiting for signs to be erected
Dover Road, Walmer – new Bus shelter	Handed over for delivery

Geoff Lymer

Scheme	Status
Church Hill, Lydden – 30mph and 40mph speed limits	Design in progress
Eythorne & Shepherdswell Weight Restriction	Design in progress

Steve Manion

Scheme	Status
Cooting Road, Aylesham – Waiting restrictions	Works complete – some lining outstanding
Kingsdown village – 20mph speed limit	Design complete, to be handed over for delivery
East Langdon – 20mph speed limit	Design in progress
Church Street, Nonington – 20mph speed limit	Design in progress
Eythorne & Shepherdswell Weight Restriction	Design in progress

Leyland Ridings

Scheme	Status
Sandown Road, Sandwich – yellow lines to form passing place	Works complete
Preston Road, Stourmouth – new unsuitable for HGV sign	Works complete
A257 Canterbury Road, Wingham Green – 40mph speed limit	Speed surveys completed, awaiting results

Eileen Rowbotham

Scheme	Status
Manor Road & London Road, Deal – review of signage and car parking for hall	Works Complete
Kingsdown Road, Walmer - Gateway	Design in progress
Golf Road, Deal - waiting restrictions	Handed over for delivery – waiting for signs to be erected
Dover Road, Walmer – new Bus shelter	Handed over for delivery

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

2.0 Recommendation

2.1 Recommendation to note

Contacts: Toby Howe / Steve Rivers 03000 418181

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 9 JUNE 2016

EXCLUSION OF THE PRESS AND PUBLIC

Recommendation

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in the paragraph of Part I of Schedule 12A of the Act set out below:

<u>Item Report</u>	<u>Paragraph Exempt</u>	<u>Reason</u>
Applications for Disabled Persons' Parking Bays	1 and 2	Information relating to any individual and Information which is likely to reveal the identity of an individual

DOVER JOINT TRANSPORTATION BOARD

PROCEDURE FOR DETERMINING APPLICATIONS FOR ON-STREET DISABLED PERSONS' PARKING BAYS

1. Under the current arrangements with Kent County Council (the Highway Authority), an applicant has to satisfy a list of criteria set by the County Council in order to qualify for a disabled person's parking bay being provided outside, or close to, his or her house. The set of criteria was adopted by this Board at its meeting held on 7 February 2005 and is as follows:
 - All applicants must hold a current and valid Blue Badge
 - All applicants must also be in receipt of, or have proof of entitlement to:

Personal Independence Payment (PIP) at the enhanced rate **or**

If under 65 years of age - entitlement to the higher rate mobility component of the Disability Living Allowance **or**

If 65 years or over – entitlement to the Higher Rate of Attendance Allowance if applicant was 65 years or over when entitlement was first claimed **or**

Another entitlement which may be allowable e.g. War Pension.
 - The applicant must not have any space available for parking their vehicle in an off-street parking facility.
 - There are parking problems within the road, for example, the applicant regularly has difficulty finding available space on-street close to his or her property (this will be assessed post-application by a highway engineer).
2. Bays will not be provided in locations which may compromise public safety, e.g. on a bend or brow of a hill, close to a junction, within a turning head of a cul-de-sac, where the road is too narrow or where parking is already prohibited, e.g. on yellow lines, zigzag lines, etc.
 3. The provision of a disabled persons parking bay **must** relieve congestion on the public highway.

Process after receipt of application

4. Providing the applicant meets the criteria set out above, the first stage in processing the application is that neighbours who may be immediately affected by the provision of a bay will be informally consulted.
5. Once informal consultation has been completed, the proposals (including any objections received) will be reported to the Dover Joint Transportation Board which will make an initial decision on whether the application should be refused or progressed to the second stage of formal advertisement and consultation. A

recommendation to refuse the application would be made to Kent County Council and would mean that the application proceeds no further.

6. If the Board agrees that the application should be progressed to the second stage, a Traffic Regulation Order (TRO) will be made. This is a legal document that allows the Highway Authority to regulate the use of bays and helps to prevent their misuse. The proposed TRO will be advertised in a local newspaper and affected parties will be formally consulted.
7. At this stage, a bay may be marked on the highway. However, it will not be enforceable until the TRO has been formally made (or 'sealed').
8. If objections are received during the formal consultation stage, they will be reported to the Dover Joint Transportation Board for a further decision. In the event that Kent County Council accepts a recommendation from the Dover Joint Transportation Board to refuse an application, the interim bay will be removed. If the Board makes a recommendation to approve the application, the TRO will be sealed. (If no objections are received during the formal consultation stage, the TRO will be sealed without further reference to the Board.)
9. It should be noted that the applicant will not have exclusive rights to the parking bay. Anyone holding a valid Blue Badge may park in the bay.
10. A TRO can take between 9 and 12 months on average from when it has been agreed in principle to the time of implementation. It is a lengthy process due to the need for the Council to adhere to the statutory procedures laid down by the Department for Transport.
11. When a bay is established on the highway it will be assessed periodically against the criteria to ensure that it is still justified. If the bay is no longer required for the original use or the criteria are no longer met, it may be removed.

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of the Local Government Act 1972.

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